

# DIVISION OF AERONAUTICS



**Director Susan Shea**

## **Mission**

To regulate and supervise all aeronautical activity within the state. The Division, empowered by the Illinois Aeronautics Act, encourages, fosters and assists in the development of aeronautics in the state and encourages the establishment of airports and other air navigation facilities. The

Division provides safe, efficient and reliable air transportation for Constitutional Officers and employees of the Division, Department and agencies of state government.

## **Responsibilities**

The Division of Aeronautics is responsible for coordinating and implementing programs concerning air safety, airport construction and other aeronautical-related areas in the state. The Division operates the state-owned executive air service, and it cooperates with local law enforcement and other agencies throughout the state to provide emergency or disaster-related air service as needed using the state fleet of utility aircraft.

## **AIR TRANSPORTATION**

Illinois has 137 airports which provide service to the general public. Eighty-three are publicly owned and operated, including 11 which offer regularly scheduled airline service. In 2004, Chicago's O'Hare International Airport served more than 75.5 million passengers and currently ranks as the world's busiest airport. Numerous domestic and international airlines provide service there. O'Hare International Airport also plays a major role in national and international freight shipments. In 2004, O'Hare's cargo facilities handled more than 1.6 million tons of freight and mail. Recently the FAA approved a Record of Decision allowing for the redevelopment of O'Hare to reduce congestion and provide additional airfield capacity.

IDOT is currently working with the Federal Aviation Administration to create an Airport Master Plan and develop a new commercial service airport in Chicago's south suburbs.

## **South Suburban Airport: Status/Summary**

A South Suburban Airport (SSA) Field Office has been established in Will County which provides an on-site presence and enhances community outreach. SSA oversight is under the jurisdiction of the IDOT Division of Aeronautics.

About 45 percent of the land needed for the inaugural airport site has been purchased, totaling 1,930 acres, including 192 acres acquired in 2006. An ombudsman position has been created to assist land owners in understanding their legal rights.

Uninhabitable structures on 12 properties were demolished in late 2006. All debris has been cleared. The Department is appraising other parcels and continuing the acquisition process with help from the ombudsman. The Department also is evaluating the feasibility of converting cleared residential parcels into agricultural uses to maximize rent revenue and taxes to Will County.

## **EIS/Master Plan**

On the airport development itself, here is an outline of current developments:

- An Airport Layout Plan was submitted in February 2007 to the Federal Aviation Administration (FAA) for airspace review.
- The Environmental Impact Statement for the site is under development, as is the Airport Master Plan.
- The Socio-Economic Impact Assessment was delivered to the FAA in October 2006, summarizing economic changes that are projected as a result of construction and operation of the airport.
- The Will County Forest Preserve District Baseline Study has been finalized.
- IDOT has met with the Illinois Environmental Protection Agency to discuss proposed SSA air quality emissions for use in the State Implementation Program.
- A Public Meeting at Beecher High School in December 2006 solicited comments from elected officials and private citizens on the two airport layout programs to be submitted to the FAA. The public comment period for the proposed airfield configurations was extended in response to community requests. Comments have been scanned and are currently being inventoried and processed. More than 700 comments were received.
- Work is under way to finalize an amendment to the EarthTech contract that would allow the completion of the Master Plan.
- The SSA Team has numerous discussions with local land owners and elected officials to keep them apprised of the project status. On several occasions, team members have arranged to meet after hours with concerned local officials and concerned citizens.
- The SSA Team maintains a web site designed to inform the public of current SSA-related developments. The site contains information and documentation regarding the ongoing Master Plan, the Environmental Impact Statement, and an interactive Land Acquisition section where land owners can view up to date details regarding property acquisition.

# DIVISION OF TRAFFIC SAFETY



**Director Michael Stout**

## Mission

To formulate, coordinate and deliver information, services and programs which will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.

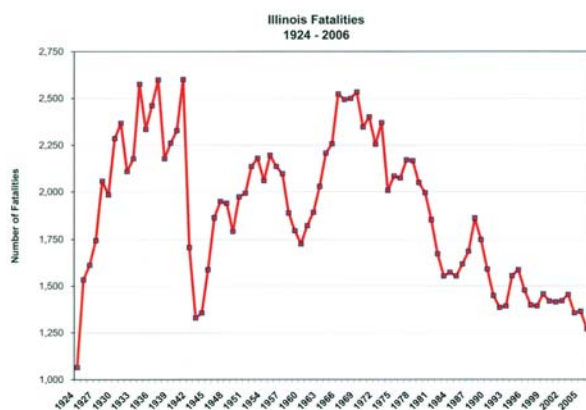
## Responsibilities

The Division of Traffic Safety (DTS) is responsible for providing Illinois motorists, cyclists and pedestrians with the safest possible highway environment. The Division develops and oversees regulations in areas of crash reporting, hazardous materials transportation, vehicle inspection, motor carrier safety, school bus construction, safety responsibility and cycle rider training. IDOT uses the Division's crash data extensively as the foundation for formulating its annual highway construction program. Through this Division, IDOT has been the lead agency in implementing the state's Primary Safety Belt Law. The Division allocates federal funds to other state and local agencies for programs aimed at reducing accidents, fatalities and injuries, as well as Federal Motor Carrier Safety Assistance Program grant funds.

## Highlights

### Reducing Motor Vehicle Fatalities Is An Ongoing Goal at IDOT

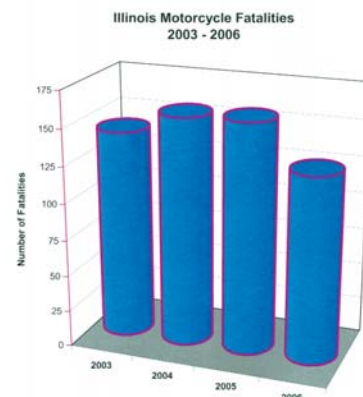
Although 2006 was the safest year on Illinois roadways since 1924, IDOT is committed to the goal of reducing the number of traffic fatalities to no more than 1,000 in 2008.



In cooperation with the Secretary of State and state legislators, IDOT is working to advance legislation to reduce fatalities on Illinois highways. Tougher laws governing teen driving issues would require more permit-driving time and stricter curfews for teen drivers to qualify for licenses.

IDOT works closely with the Illinois State Police and local law enforcement agencies for increased enforcement and motorist education. The Department has funded the new Motorcycle Enforcement Bureau and supported high-profile enforcement and public information campaigns to alert the motoring public to buckle up, to not drive impaired and to obey the speed limit.

IDOT is launching an aggressive campaign in 2007 to lower the number of motorcycle-related fatalities and injuries. For the past 30 years, IDOT's Cycle Rider Safety Training Program has trained thousands of riders through programs offered at universities throughout the state. In 2006, more than 14,000 motorcyclists completed this program. DTS is organizing a Motorcycle Advisory Council to actively address key issues including: helmets, rider visibility, speed, and rider training. The goal is to continue reducing fatalities. There were 126 motorcycle-related fatalities in 2006, down from 158 in 2005, a 20-percent reduction in deaths.



### Safety Belt Usage Saves Many Lives

IDOT believes the best way to achieve the goal of reducing injuries and fatalities on Illinois roadways is by getting drivers and passengers to increase safety belt use, reduce speed and not drive impaired. The Illinois safety belt usage rate for 2006 was an all-time high 88 percent. The IDOT goal for 2007 is 90 percent. One of the ways to achieve this goal is through highly visible, broad enforcement efforts throughout Illinois, designed to detect violators of Illinois traffic laws with special emphasis on occupant protection and alcohol.

IDOT's Click It or Ticket campaign to promote safety restraint usage, along with the National Highway Traffic Safety Administration's efforts for 2007, will be highlighted in May and June as the heaviest season for highway travel commences. Increased law enforcement at state and local levels throughout Illinois and extensive public education emphasizes the importance of safety belt use.

The 2007 enforcement and awareness campaign includes increased nighttime enforcement zones, rural enforcement zones, and a large number of safety belt enforcement zones throughout the state. These efforts are funded by IDOT through safety grants awarded to qualifying state and local agencies. Planned statewide media campaigns include press events, radio and television commercials, newspaper articles, and live media interviews. The message never waivers: Safety Belt Usage Saves Lives.

## IDOT Builds Coalitions to Prevent Impaired Driving

Alcohol-related fatalities decreased by 2 percentage points between 2004 and 2005. IDOT has been working hard on methods to lower the death rate related to impaired driving. The goal for 2007 is to lower the 2005 rate by an additional 5 percentage points, to no more than 38 percent. In addition to implementing the recommendations of the Governor's Alcohol Abuse Task Force Committee, IDOT continues to support an aggressive: You Drink & Drive, You Lose campaign over key travel holidays, as well as other events throughout the year.

IDOT staff actively campaigns against impaired driving at community events and press events in addition to enforcement efforts targeting the winter holiday season. The structure of the mobilization effort is similar to the well-known Click It or Ticket campaign, partnering with law enforcement and community leaders to attack the serious problem of impaired driving.

In addition, plans are underway to host the state's second Impaired Driving Summit during summer 2007 where law enforcement from across the state comes together to share ideas and successes and brainstorm ways to better reinforce the common message.

safety (CPS) technicians are available now to help spread the word. This enables IDOT to help at installation checks throughout the city and to install and to train motorists on installation of safety seats at the IDOT building by appointment. IDOT occupant protection coordinators located throughout the state are instrumental in communicating the occupant protection messages and impaired driving messages at events statewide. In 2006, an extensive CPS bi-lingual training program resulted in the certification of 11 Spanish-speaking technicians to help spread the message even further across cultural boundaries in Illinois.



## Crash Reporting

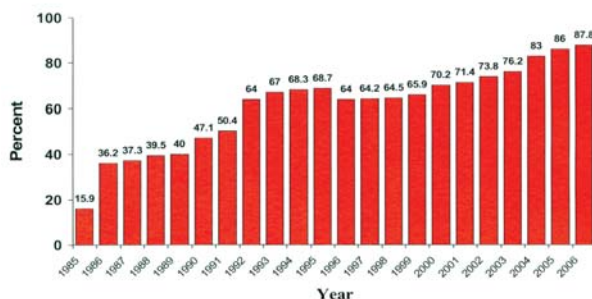
IDOT is working on several methods to decrease the time between a traffic crash occurrence and the availability of information from that crash for safety analysis. The idea is to, first, increase the number of crash reports received electronically from law enforcement agencies across Illinois, and second, improve the efficiency of manual data entry methods. IDOT's goal is to have 70 percent of all crash reports entered electronically by the end of 2007. Currently, less than 20 percent of reports are entered electronically.

In cooperation with the Secretary of State and Illinois State Police, IDOT will integrate computers into a system that would enter crash reports 10 to 15 percent faster through an electronic transfer of data.

Increasing the number of reports received electronically requires greater use of mobile crash reporting technology by local law enforcement agencies. This includes technical help for agencies using currently incompatible systems to change over to a common electronic approach. To encourage agencies to adopt compatible reporting mechanisms, IDOT has made available grant funds for in-car printers and development support to agencies that adopt or develop compatible electronic systems. IDOT currently is targeting the largest 92 law enforcement agencies for such changes. These large agencies generate 70 percent of

Figure 1:

Front Seat Occupant Restraint Usage Rates



## Child Passenger Safety Is No Accident – In Any Language

The child safety seat usage rate in Illinois increased to 88 percent in 2006. With the training of six additional IDOT staff members, a total of 12 child passenger



# DIVISION OF TRAFFIC SAFETY

all crash reports. Through DTS, law enforcement liaisons make it a priority to talk with grantees about electronic crash reporting at every opportunity, including presentations at events involving law enforcement officials.

The Chicago Police Department generates about 25 percent of all crash reports in Illinois, easily the largest number of crash reports for any single agency. Chicago law enforcement officials already are working with IDOT to implement and test compatible electronic data transfer systems, with the goal of reporting crash data seamlessly. Illinois State Police officers are now fully trained in the use of IDOT's mobile crash reporting system and have implemented it across Illinois.

## Commercial Vehicle Safety

During 2006, IDOT Commercial Vehicle Safety Unit Inspectors and the Illinois State Police conducted nearly 90,000 vehicle inspections which resulted in more than 19,000 hazardous trucks being taken off the roadways. IDOT has secured federal safety funds to hire additional compliance officers expected to increase the number of inspections and remove additional dangerous vehicles from Illinois roadways until repair requirements are completed.



Meanwhile, more than 5,700 non-scheduled school bus inspections were conducted by IDOT vehicle inspectors, in addition to the approximately 45,000 scheduled safety inspections conducted at about 150 testing stations throughout the state.



## Federal Funding Program Helps Improve Quality, Availability of Safety Information

Under SAFETEA-LU, a new incentive grant program was established to encourage states to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data related to traffic records. This safety grant program provides funding for data improvement projects to help states acquire better data to analyze and fix high-frequency crash locations. These records are maintained by IDOT in cooperation with the Illinois Secretary of State, the Illinois State Police, and the Illinois Department of Public Health.

*Such federal funds are available for a wide range of information processing programs, including:*

1. Expansion of the Mobile Crash Reporting (MCR) system through grants for local law enforcement agencies, and increased training and marketing efforts.
2. Support for expansion of the Crash Information System and system improvements.
3. A Safety Data Warehouse that would be available to other state and local agencies, currently under development by IDOT.
4. Updates of Illinois Department of Public Health (IDPH) fact sheets on traffic safety issues.
5. Enhancement of the existing health care data collection system for expanded discharge data and quality improvement in cooperation with IDPH.

A possible request from the Illinois State Police for development of a citations component for the MCR system.

# OFFICE OF PLANNING & PROGRAMMING



**Director Dick Smith**

## Mission

In cooperation with federal, state, regional/local agencies and the public, the Office of Planning and Programming develops and maintains a continuing, comprehensive, and multi-modal (highway, public transportation, rail and airport) integrated planning and programming

process for efficient and economical transportation services.

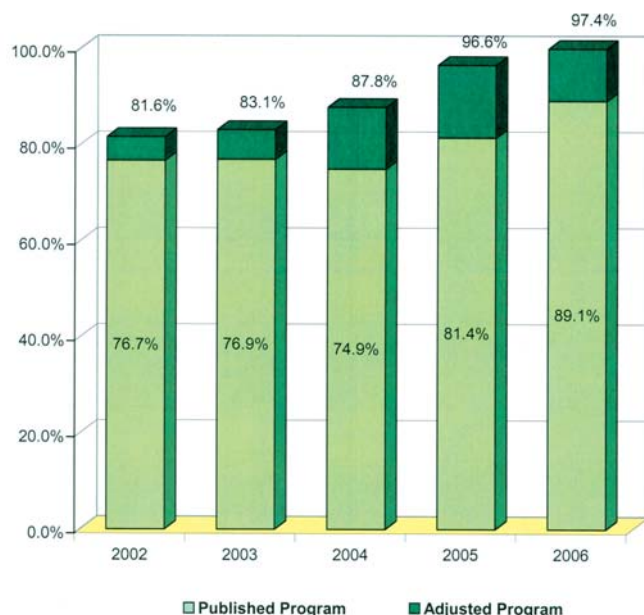
## Responsibilities

The Office of Planning and Programming (OP&P) is responsible for long and short-range planning needs assessment and analysis and development of transportation improvement programs. This work includes development of the annual and multi-year Highway Improvement Program, multi-year improvement programs for public transportation, airports and rail, the capital grants budget for airports and public transportation, implementation of the rail freight and passenger programs, and direction of metropolitan planning programs. This Office is also responsible for development of IDOT's positions for federal legislative programs and strategies.

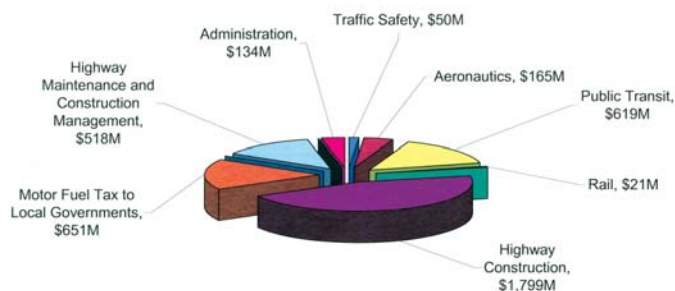
*Here are a few of the specific things OP&P is responsible for:*

- Preparation of annual and multi-year capital programs for highways, rail public transportation and airports.
- Assistance to the 14 metropolitan planning organizations in Illinois in meeting the federal and state planning requirements.
- Analysis of roadway condition information, one of the major inputs in the highway programming process.
- Maintenance of roadway and bridge data systems for the state (IRIS and ISIS).
- Development of traffic counts on state roads.
- Mapping and Geographic Information Systems, including the official state highway map.
- Maintenance of the grade crossing inventory for Illinois in cooperation with the Illinois Commerce Commission.
- Monitoring of transportation-related activities in Congress, including single-year and multi-year authorizations for highways, transit and aviation.

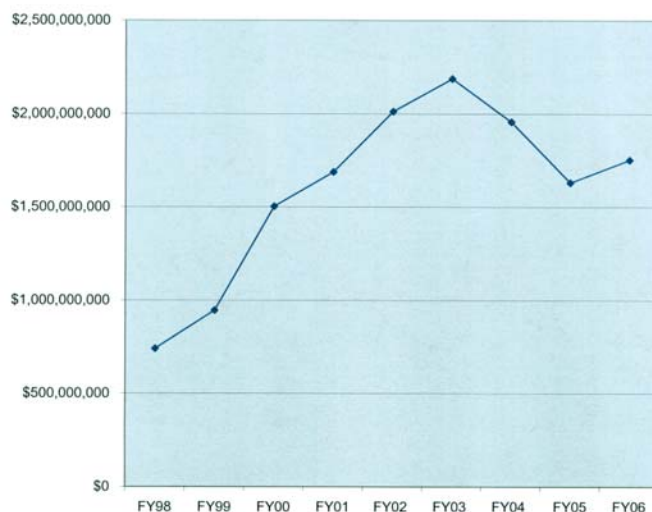
**% ACCOMPLISHED FOR PUBLISHED AND ADJUSTED PROGRAMS**



**FY 2006 New Appropriations by Category (\$ in Millions)**



**Annual Construction Program Dollars Spent in Illinois**







**Director Ann Schneider**

## **Mission**

To provide timely, high-quality services to the Divisions and Offices of IDOT in support of their efforts to achieve the Department's overall mission, while ensuring compliance with departmental policies and state law – Service, Accountability and Flexibility for the Future.

- Timely submission of quarterly reports and yearly financial information to the Comptroller.
- Reduced backlog of obligations.

## **Bureau of Business Services**

Accountable for contract management and procurement tracking as well as directing department-wide business services.

*2006 accomplishments include:*

- Implementation of the contract management and procurement tracking system.
- Improved procurement policies and procedures.
- Improved communications.



## **Responsibilities**

The Office of Finance and Administration is responsible for developing and administering IDOT's approximately \$8 billion budget (one of the state's largest non-educational budgets), managing the personnel system for more than 5,500 full-time, permanent employees, and providing centralized business services and facilities management. In addition, this Office directs the overall administration of IDOT's various programs for small business utilization and provides data processing capabilities required to meet IDOT's management and engineering needs.

### *Finance and Administration Accomplishments:*

- Implemented new contracting policies and procedures to ensure compliance with applicable laws, rules and regulations.
- Directed a new contract and procurement monitoring/tracking system to improve process flows.
- Created a confidential information/security group that is implementing policies, procedures and safety measures to protect IDOT employees and confidential information.
- Revamped the Department's capital improvement program for IDOT buildings to improve accountability and to meet prioritized needs statewide in order to safeguard taxpayer assets in the most effective way.
- Implemented a strategic planning process for Finance and Administration and new problem solving strategies to overcome headcount and budget constraints. This includes process evaluation and improvement strategies to create more efficient, effective and relevant work flows.
- Started on a long-range Information Technology mainframe migration strategy in order to improve access to real-time data critical for management decision-making.

## **Bureau of Accounting and Auditing**

Accountable for directing department-wide accounting activities and establishing fiscal control procedures.

*2006 accomplishments include:*

- Streamlined processing of payments.

## **Bureau of Budget & Fiscal Management**

Accountable for directing the evaluation of departmental funding through fiscal and budget analysis as well as operational and procedural analysis.

*2006 accomplishments include:*

- Reorganization of Project Control consolidated the federal accounting and financial planning functions under one Bureau.
- Appropriations were made for a needed purchase of heavy trucks and long-overdue light vehicles to partially offset high fuel prices and repair bills and for long-overdue information technology upgrades.
- Organized data to summarize hiring decisions, enabling detailed control on headcount to ensure compliance with state budget requirements.

## **Bureau of Employee Services**

Accountable for developing and administering departmental policies and procedures to meet training needs as well as workers' compensation and employee safety programs.

*2006 accomplishments include:*

- New Supervisory Training conducted for supervisors with less than three years of experience.
- Leadership Training reinstituted for highway maintainers, lead workers and field techs.

# OFFICE OF FINANCE & ADMINISTRATION

- Drug/Alcohol Program: Testing Contracts were combined from 13 vendors to 1 primary vendor and a standard operating procedure was created for vendor and all testing facilities.

Getting Around Illinois

Rod R. Blagojevich, Governor  
Milton R. Sees, Acting Secretary

Home | Help  
Contact

**NAVIGATE ILLINOIS**

Welcome to the Illinois Department of Transportation.

**FIND A LOCATION**  
Select this section to find:

- address
- intersection
- community
- zip code
- points of interest

**GET DIRECTIONS**  
Use this section to get driving directions. Select from points of interest locations or enter your own address information. Also, RTA (Regional Transit Authority) Travel Information Center is available.

**BROWSE THE MAP**  
Use this section to view map.

**QUICK LAUNCH TO...**

- Road Construction
- Winter Road Conditions
- Average Annual Daily Traffic
- Multi-Year Program
- Chicago Public Transportation Options
- Annual-Program
- EBS/BioDiesel Stations View List
- For the Record
- Designated Truck Route
- Roadway Weather Information System

**ANNOUNCEMENTS**

**Adopt A Highway**  
Love the Land of Lincoln

A community involvement program that brings citizen volunteers into partnership with IDOT.

**IMPROVE 90/94**  
AVOID the Dan Ryan

Illinois Department of Transportation

Sponsor of the 2005-2008 Official Illinois State Highway Map

## Bureau of Information Processing

Accountable for administering a comprehensive statewide data processing system to meet departmental administrative and engineering needs.

*2006 accomplishments include:*

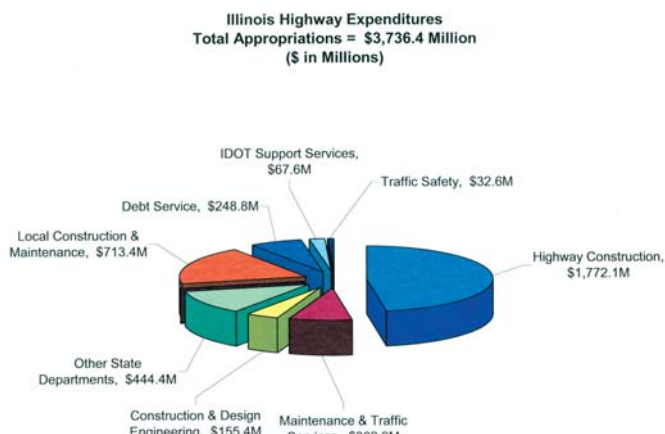
- Internet Maps: Integrating all Internet and public facing maps with [www.GettingAroundIllinois.com](http://www.GettingAroundIllinois.com). This includes Road Construction, Winter Road Condition Reporting, Designated Truck Routes, and much more.
- Internal Employee Focused Technology Initiatives: Issuance of Employee Identification Number (EID) to all IDOT Employees to replace SSN, electronic Pay-Check Stubs, electronic Vacation and Leave Balance Statements, verification by digital signature of electronic Leave Requests and Weekly Timesheet forms.

## Bureau of Personnel Management

Accountable for administering departmental technical personnel policies and programs, overseeing the Labor Relations Program as well as the administration of the rules and regulations for code personnel.

*2006 accomplishments include:*

- The Summer Technical Program, which gives college students the opportunity to gain engineering and office experience in a professional setting. This year, the Department hired 404 Summer Technical Employees to participate in the program, including 232 male participants and 172 female participants.
- As of December 31, 2006, the Department had over 900 Snowbirds statewide prepared for snow emergencies.
- In 2006, the Department hired 123 new full-time permanent employees, including:
  - 15 African-Americans (12.1 percent)
  - 8 Hispanics (6.5 percent)
  - 5 Asians (4 percent)
  - 1 American Indian (1 percent)
  - Approximately one-quarter of all new hires are minorities.







**Director Ellen  
Schanzle-Haskins**

## **Mission**

To provide legal counsel to the Department on policy issues and proposed actions affecting any of its operating divisions or staff offices; to provide for the prosecution and defense of all litigation involving the Department in cooperation with the Office of the Governor, the Attorney General, and outside

counsel; to provide for the administration of tort liability claims, property damage claims and uncollectible receivables as well as processing lien and bond claims against contractors; and to provide coordination and administration of the purchase and service of all insurance policies for the Department's self-insurance program.

## **Responsibilities**

The Office of Chief Counsel is responsible for providing legal counsel to IDOT on policy issues and proposed actions affecting any of its Offices and Divisions. This Office also administers tort liability claims, property damage claims and uncollectable receivables, and processes lien and bond claims against contractors.

## **Landmark Federal Decision Upholds IDOT Program for Minority Business Inclusion**

### **Northern Contracting v. State of Illinois**

In a national landmark decision, the Illinois Department of Transportation won the constitutional challenge to its Disadvantaged Business Enterprise (DBE) program. The DBE program is designed to promote women and minority-owned business in Illinois road construction. The DBE program was originally adopted by federal mandate and provides for respective states to assess discrimination in road construction and to set reasonably related goals on federal road construction projects to encourage women and minority-owned businesses. In a ruling in fall 2005 by the Federal District Court Northern District of Illinois and ratified in 2007 by the Federal Appellate Court for the Seventh Circuit, the federal courts ruled that the Illinois DOT program was constitutional and appropriate.

*Key portions of the Northern v. Illinois Ruling:*

#### **1) UPHELD IDOT STAFF EFFORTS TO IDENTIFY DISCRIMINATION IN CONSTRUCTION:**

While specifically citing to all of the research considered by IDOT in assessing discrimination, (Illinois Tollway study, Missouri DOT study, independent study, materials from other cases) – which IDOT admitted into evidence to show the effects of past discrimination –

the court was impressed with three public hearings held by IDOT and the anecdotal testimony gleaned from the hearings and surveys.

“In total, 187 people attended the three meetings, 57 witnesses testified, and an additional 10 people submitted written statements. The Judge spent a good deal of time discussing the important concerns expressed in these hearings and echoed in the trial – i.e. financing and insurance difficulties faced by DBEs, etc.” The court found (IDOT had proven) evidence of discrimination in Illinois construction.

“IDOT presented an array of statistical studies concluding that DBEs face disproportionate hurdles in the credit, insurance and bonding markets. . . . The results of these studies are consistent with the testimony of DBE owners. These witnesses discussed their difficulties obtaining financing, lines of credit, and insurance, as well as their beliefs that their experiences were linked to their race or gender. Disappointingly, . . . two female witnesses, both successful business owners, separately reported that they had been asked to present a male co-signor when applying for lines of credit. The DBE witnesses testified, further, that when they are able to obtain credit and insurance, their rates are higher than those applied to non-DBEs.”

#### **2) FOUND THAT THE IDOT PROGRAM AND ITS SUCCESS ACCOUNTS FOR THE HIGH PARTICIPATION OF DBEs IN ILLINOIS:**

Plaintiffs argued that high participation from DBEs on goal subcontracting projects in Illinois showed DBEs are “over-utilized” and so there was no discrimination and hence, no reason for the program and goal. Based on the evidence and data supplied by IDOT, the court concluded that the high rate of DBE participation was not due to over-utilization but attributable to IDOT's success with assisting DBEs:

“In light of this data, the court is convinced that the relatively high (or appropriately high) level of DBE participation on goals contracts (in Illinois) has resulted not from a lack of discrimination, but from the success of IDOT's DBE program”

IDOT engages in a variety of race and gender-neutral programs for small contractors.

#### **3) RATIFIED IDOT's RACE NEUTRAL INITIATIVES:**

“Such measures (race neutral) are important to ensure that a plan ‘discriminates against whites as little as possible consistent with effective remediation’ . . . This court is satisfied that IDOT has done its best to maximize the portions of its DBE goal met through methods unrelated to contracting goals.”

The judge then talked extensively about the small business initiatives including the IDOT web site, small con-



tractor complaint procedures, unbundling of large projects to make smaller projects, small business set-asides (certain projects limited to small contractors), the prospective adoption of bonding and financing assistance initiatives, prompt payment rules, networking, mentor protégé, and consultant /supportive services:

“Significantly, Plaintiff did not question the efficacy or sincerity of these race- and gender-neutral measures. . . . The court takes special notice of the efforts to increase the ability of DBEs and other small businesses to grow in size and compete for prime contracts. These efforts are significant in light of the statistical data showing that DBE participation is especially low in the prime contracting arena.”

#### **4) UPHELD IDOT FLEXIBILITY OF PROGRAM AND GOALS:**

“IDOT’s DBE plan . . . contains a great deal of flexibility, through the employment of individualized DBE goals on a contract-by-contract basis, and through the maintenance of a waiver provision to account for those situations in which achievement of the set DBE goals is not reasonably possible.”

#### **5) SUSTAINED THE JUDGMENT MADE BY IDOT TO ENSURE THAT THE ANNUAL GOAL IS THE ‘PLAUSIBLE LOWER BOUND’ GOAL, WHILE ADEQUATELY ADDRESSING PAST DISCRIMINATION:**

“A consultant thus recommended that IDOT upwardly adjust its (2005) DBE goal from 22.77 percent to 27.51 percent. Nevertheless IDOT wished to adopt as its 2005 goal a ‘plausible lower bound estimate’ of DBE availability, and thus chose to set its goal at 22.77 percent, rather than accepting (the consultant’s) proposed upward adjustment.”

The U.S. District Court opinion was affirmed in 2007 by a unanimous panel of the Federal Appellate Court for the Seventh Circuit, finding that the IDOT program passed constitutional muster and sustaining the IDOT DBE program. Finding that IDOT satisfied its burden to show a compelling interest (evidence of past discrimi-

nation) and that the IDOT program was narrowly tailored to address the effects of past discrimination, the Federal Appellate Court affirmed the constitutionality of the program. This is a landmark decision for state departments of transportation throughout the country.

### **Federal Ruling Affirms IDOT Responsibility to Protect Potential State Highway Corridors**

The U.S. Supreme Court denied certiorari and upheld a decision of the Illinois Supreme Court in the case of Davis vs. Brown in which the Illinois Supreme Court upheld the constitutionality of the Illinois statute that allows the establishment of a protective corridor for future highway construction. The Illinois Corridor Protection Act allows IDOT, after public hearings, to designate potential future highway corridors and to protect the corridor from development pending road construction. It further affords landowners rights to force IDOT to buy or condemn property during the course of protecting the corridor for state highway purposes. The suit was brought by a group of landowners in northern Illinois in a dispute involving the Prairie Parkway Corridor Protection area. The case sustained the IDOT program and upheld the statute which is imperative to IDOT in planning for future roadway needs of the state of Illinois.

### **IDOT Personnel Procedures Upheld in Federal Rulings**

IDOT has been sustained in three Federal Appellate Court cases and five U.S. District Court cases with regard to personnel decisions challenged on First Amendment Right to political affiliation grounds. In each case the respective Plaintiff, a former IDOT employee, alleged improper termination on the basis of political affiliation and in each case the U.S. District Court entered judgment in favor of IDOT and against the Plaintiffs, holding that the individuals were appropriately terminated pursuant to the United States Supreme Court decision in Rutan vs. State of Illinois.



# DIVISION OF HIGHWAYS



**Director Milton R. Sees**

## **Mission**

Plan, design, construct, operate and maintain a safe highway system with a diverse and professional workforce, within available resources and to the highest nationwide standards for all of the citizens of Illinois.

## **Responsibilities**

The Division of

Highways is responsible for developing, maintaining and operating the state highway system in a timely, efficient and economical manner. The central bureaus of this Division are responsible for developing policies, procedures, standards and guidelines to accomplish IDOT's highway system improvement objectives. The central bureaus monitor District programs to ensure statewide uniformity of policy interpretation and compliance and to ensure program coordination with federal, state and local agencies.

## **HIGHWAY TRANSPORTATION**

Illinois has the fifth largest highway system in the nation. The state and local systems together account for more than 140,000 miles of highways, streets, and roads and more than 26,400 bridges. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads and carries nearly 300 million vehicle miles of travel in a typical 24-hour period. State, county, township and municipal governments own and operate this highway, road, and street system. Illinois also is crossed by three of the nation's five transcontinental routes. The Department is committed to making all levels of the transportation system safer to travel.



**STATE AND LOCAL HIGHWAYS AND ROADS** – The state highway system contains more than 16,000 miles of roads, including 282 miles of toll roads under the jurisdiction of the Illinois State Toll Highway Authority. Less than 12 percent of all mileage on Illinois' highway,

street, and road network occurs on the state highway system, although it carries almost 65 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 123,000 miles and makes up 88 percent of Illinois' highway, street, and road network. This local system carries 35 percent of traffic, although most trips begin and end on local roads.

## **RURAL AND URBAN HIGHWAYS AND ROADS** –

Rural highways and roads account for more than three-fourths of the Illinois highway, street, and road system, although this system handles less than 30 percent of Illinois vehicle travel miles.

Most of the state's highway traffic problems and needs occur on the urban highway, street, and road network. These problems and needs reflect Illinois' high urban population and high urban travel demand. Despite the relatively low traffic volumes, rural highways and roads are essential for Illinois farm-to-market transportation. These roadways also provide essential access to jobs, medical facilities, and other needed services and opportunities for residents in and near rural communities.



**INTERSTATE HIGHWAYS** – Illinois opened its first interstate highway to traffic in the late 1950s and was among the earliest states to build interstate highways. Although construction of the interstate highway segments resulted in the disruption of some communities, other interstate highway segments provided relief to local residential streets that had become thoroughfares for dangerous and disruptive interstate truck and car traffic. The interstate system improved access and mobility for Illinois citizens. Illinois now has a 2,169-mile interstate highway network, the third largest interstate system in the nation.

This interstate highway network and the entire National Highway System have provided unprecedented personal mobility, safety, and economic opportunities through better access to national and international markets and have greatly improved freight transportation efficiency. Freight carriers use the interstate highway network to carry more than half of all goods transported by highways in Illinois.





## MOTOR CARRIER TRANSPORTATION

Chicago is the key freight distribution hub for North America, making Illinois a center for motor carrier transportation. More than 30,000 trucking firms serve businesses located in Illinois, with 11,000 trucking firms based in Illinois. With a vast economic base to serve, these truckers touch all elements of the Illinois economy as they transport manufactured products from industries to all parts of the country, make farm-to-market shipments to Illinois grain processors and rail and water terminals, deliver coal and other minerals to Illinois ports, and ship consumer goods to retailers throughout the state. In 2005, trucks carried 63 percent of all freight moved in Illinois, representing 243 million cargo tons.

## BICYCLE AND PEDESTRIAN TRANSPORTATION

Bicycle and pedestrian transportation in Illinois has grown rapidly in recent years as more and more citizens discover the advantages of bicycling or walking instead of driving motor vehicles. Illinois has hundreds of miles of dedicated bicycle trails that were funded mainly through the Illinois Transportation Enhancement Program and the federal Congestion Mitigation/Air Quality program since 1995. Most recent expansions of bicycle facilities have focused on encouraging greater use of bicycles for work and personal business commuting, especially in the state's metropolitan areas. Approximately 1,900 miles of the more than 16,000-mile state highway system also are considered suitable for cycling. Featuring lower traffic volumes and lower motor vehicle speeds, the more than 100,000

miles of locally operated and maintained roadways throughout Illinois also offer cyclists numerous suitable opportunities.

Safe and convenient pedestrian access is an important part of transportation improvement projects in all modes. The Department works with local governments to consider and provide appropriate pedestrian amenities in conjunction with state highway projects. This includes support for accessible sidewalks along state highways in urban areas and coordination with transit agencies to augment pedestrian access to public transportation facilities.





**Director Paul Cerpa**

## Mission

To foster equal opportunity for minority-owned, women-owned and other disadvantaged small businesses in IDOT's federal and state-funded highway, transit and airport contracts. To provide commitment in support of Equal Employment Opportunities and non-discrimination in all per-

sonnel policies, practices, privileges and benefits of the workplace and in delivery of services.

## Responsibilities

The Office of Business and Workforce Diversity (OBWD) administers and is responsible for IDOT's efforts to achieve greater diversity in its construction projects and in promoting equal employment opportunities within the Department. OBWD's responsibilities are executed between two distinct bureaus, designed to establish policy, procedures and monitoring efforts pursuant to the governing regulations supporting minorities and women in contracting and workforce activities.

The Bureau of Civil Rights is committed to the reaffirmation and support of equal employment opportunity, non-discrimination and ADA requirements impacting personnel policies, practices and procedures. The Bureau of Small Business Enterprises (SBE) is responsible in fostering equal opportunities for minority and women-owned and other small disadvantaged businesses in the Department's federal and state-funded highway, transit and airport contracts.



In 2006, OBWD staffed each of the Department's nine districts across the state with a Contract Compliance Coordinator. In previous years, districts were serviced by EEO officers who reported to district engineers. This reorganization of district personnel allowed each Coordinator to report to OBWD independently of district activities with more efficient communication and effectiveness in meeting the goals for workforce diversity and contracting statewide.

In late 2005, OBWD opened Disadvantaged Business Enterprise (DBE) Resource Centers in Chicago and East St. Louis. During 2006, the Resource Centers became fully operational and provided constituents direct focal points and access for increased diversity and participation opportunities. These centers have provided a multitude of services to DBE businesses and job seekers in Chicago and the Metro East areas, linking them with job training and business opportunities. During 2006, more than 600 individuals utilized the Resource Centers and the services afforded by staff and Supportive Service programs.

## Civil Rights

- 2006 complaints did not increase from 2005 numbers, a success attributed to statewide training efforts in discrimination awareness, more proactive efforts by districts to remedy case situations with Civil Rights' direction, and staff ensuring workforce understanding in frivolous complaint penalties and actions.
- In 2006, the Civil Rights Bureau established the Diversity Action Council (DAC). The DAC is composed of senior staff members who work together to identify and rectify underutilization of women, people of color and the disabled in eight employment categories as defined by the Illinois Department of Human Rights. The committee has targeted implementing diversity initiatives in the Service Maintenance category of employment as this represents the bulk of employees at IDOT and the greatest area of underutilization.
- IDOT was honored by the National Rehabilitation Association in recognition of the Department and employee leadership efforts in removing barriers and in helping overcome the discrimination of persons with disabilities.

## Supportive Services

To augment staff efforts, OBWD has enlisted additional support from consultants as part of a supportive services program which is among the most aggressive in the state's history. Through supportive services, staff and consultants are available to assist contractors and individuals in a variety of areas with technical and business development, training and placement.

- In 2006, OBWD consolidated district services into nine statewide contracts. This action was based on the 27 individual consultant contracts awarded in 2005 which posed concerns for the Department of potential duplication of services and increased costs for future years.
- The 2006 Supportive Services contracts were awarded to minority consulting firms for continuation of services which provided better management and accountability, cost savings and clearer understanding of service providers throughout the state.



2006 Supportive Services contracts provided assistance to prime contractors, DBE firms and individuals in the following areas:

- Technical Support, including DBE training in bid preparation, estimating, and other aspects of the bidding process to help DBEs compete for contracts.
- Bonding & Finance, including assistance in accessing the banking system and capital markets for funds necessary to secure construction bonds and purchase essential equipment.
- EEO/Placement, including assistance to qualified prospective workers in gaining placement at various IDOT projects in the area.
- Job Training, including support for members of the community interested in construction trades jobs with available pre-apprenticeship, apprenticeship and on-the-job work experience.
- Technology, including training for DBEs in the use of computers and other business applications to increase productivity.
- Business Management, including assistance to DBEs in developing management best practices to increase efficiency and reduce waste.
- Targeted Assistance Program, a flexible program incorporating elements of all of the above, designed to reach DBEs and prospective workers who face even greater structural barriers to entry.

## Small Business Enterprise

The SBE oversees two distinct activities: DBE Certification and EEO/Contract Compliance. Certification activities ensure that firms seeking DBE certification as socially and economically disadvantaged individuals meet the criteria and eligibility standards of the federal regulations. Contract Compliance activities ensure that contractors on awarded projects meet DBE, EEO and Labor compliance requirements set forth in each of the Department's contracts.

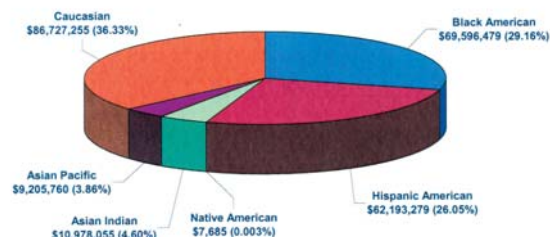
## Certification Section

The Certification Section processed 463 DBE certification applications in 2006. Consistent with the review process this involves certification actions leading to denials and appeals as well as on-site interviews with applicant firms. In addition, Certification staff is involved in the continuing efforts with the other four agencies which make up the Illinois Unified Certification Program. During 2006, the Certification Section increased the number of certified firms by 5.4 percent from 2005 and 13.2 percent from 2004.

## Contract Compliance Section

The Contract Compliance Section oversees compliance requirements with DBE, EEO, On-the-Job Training (OJT), Labor contract provisions and Supportive Services consultant assistance.

FFY 2006 DBE Contract Awards  
Per Ethnicity



For 2006, the section processed DBE Utilization Plans for ten of the Department's lettings. The section must also ensure that contractors make good faith efforts to meet DBE contract goals. The section requires continuous communication between SBE staff, Contract Compliance Coordinators, DBEs, prime contractors and other divisions within IDOT.

During 2006, OBWD maintained an aggressive effort in the inclusion of DBE firms in IDOT's overall contracting activities. These efforts sought to achieve parity in the overall contracting among DBEs with focus on minority owned companies targeting African American and Hispanic American firms. In 2004 women-owned firms received approximately 44 percent of all DBE awarded contracts.

During 2006, the Dan Ryan Reconstruction Project served as the Department's largest contracting activity. OBWD's effort in this project focused on minority and industry construction membership groups striving for maximum participation by DBE firms in this mega-project. Efforts to date on the project have led to African American and Hispanic contracting firms receiving the majority of contracts awarded on the project with African American firms receiving over 42 percent of DBE awarded dollars on the project.

## On-The-Job Training (OJT) Program

Designed to ensure increased participation by minorities and women in the highway construction industry, the OJT Program:

- Is the centerpiece of the Governor's employment initiative on the Dan Ryan Expressway reconstruction project in Chicago.
- Offers trainees classroom instruction and on-site career training on the Dan Ryan and the south suburban Kingery reconstruction projects.
- Provides knowledge about skilled construction and engineering fields including carpentry, cement masonry, surveying, quality control and project management.
- Provides assistance with necessary work-related clothing, boots and tools.
- Increased from just 70 trainees in 2005 to nearly 150 in 2006, an increase of 47 percent.

## Mentor Protégé Program

The IDOT Mentor Protégé Program is designed to build the capacity of small, minority-owned companies to grow and compete for larger road construction projects. The Mentor Protégé Program is federally approved and features:

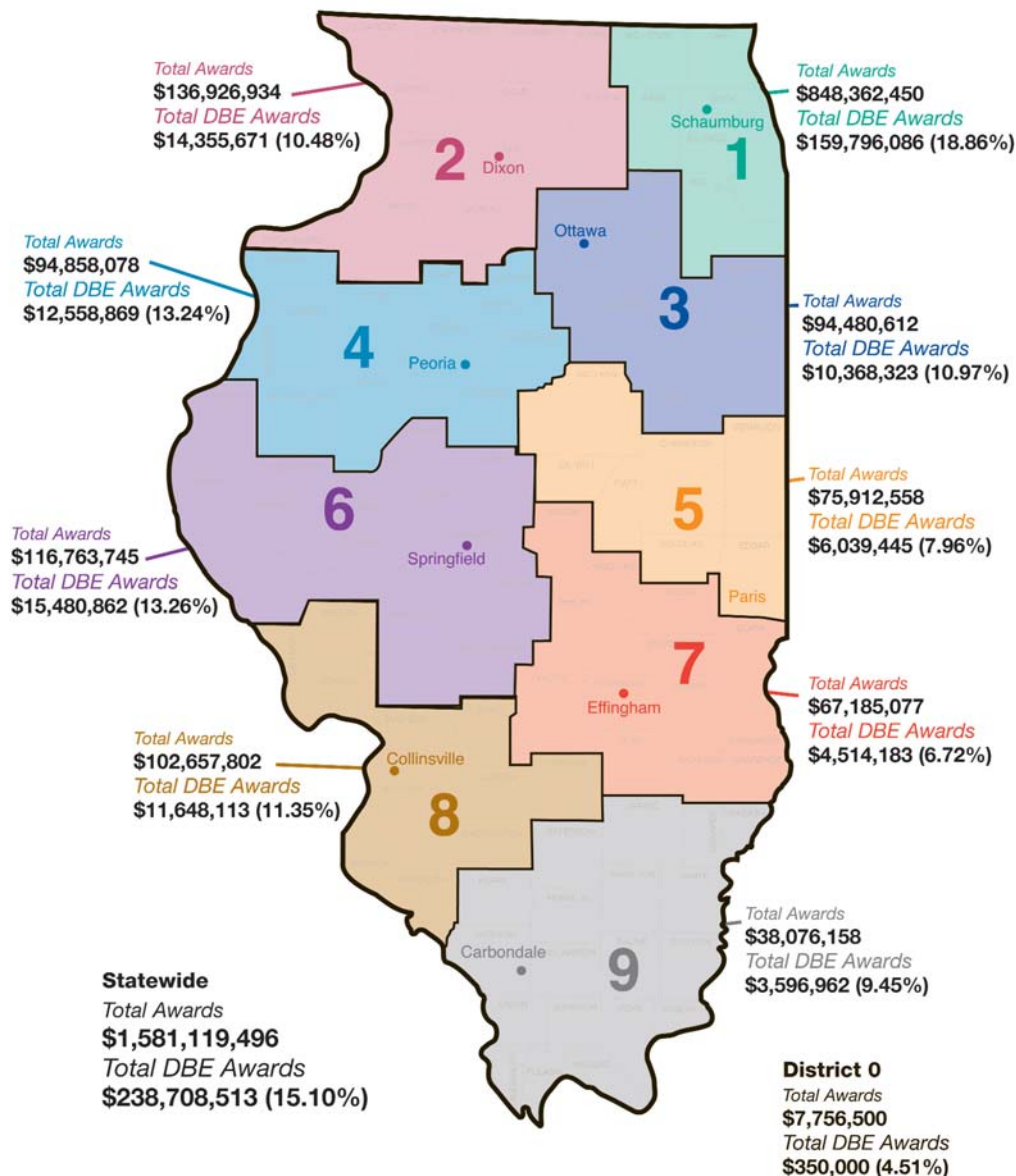
- A three-year pilot program to be implemented in Districts 1, 4, 6, and 8.
- Partnership teams made up of larger, experienced firms with smaller contractors that are certified as a Disadvantaged Business Enterprise (DBE).
- Mentor firms with at least five years' experience as contractors on IDOT highway construction contracts agreeing to devote a minimum of five to ten hours per month working with the Protégé.
- Protégés with at least three years experience in the highway construction industry, certified as DBE, and eligible for DBE certification throughout participation.

- Once a mentor (prime contractor) and a protégé (DBE) are teamed up, they will jointly establish a Development Plan that outlines goals and expectations, sets benchmarks, and creates a monitoring and reporting mechanism that will be used to judge the effectiveness of the effort.

## DBE Resource Centers

DBE Resource Centers in Chicago and East St. Louis are designed to serve anyone interested in learning how to do business with IDOT. The Centers provide minority and women-owned businesses with assistance in DBE certification, workshops on contracting opportunities, access to bidding documents, a computer resource center on-site, and personalized staff assistance. In 2006, the DBE Resource Centers served more than 600 visitors.

## FFY 2006 DBE Awards by District







**Director Brock Phelps**

## Mission

To ensure that IDOT policies, actions and goals are consistently communicated, supported and enhanced through interaction with legislative contacts, state and local officials, and private organizations to meet Illinois constituents' needs and service expectations.

## Responsibilities

The Office of Governmental Affairs (OGA) is responsible for developing IDOT's policy goals and positions and state legislative programs and strategies. The objective is to ensure that departmental policy and actions, as well as state legislation, consistently support and enhance Illinois transportation interests.

The OGA develops and implements the Department's annual legislative program and the analysis of all transportation-related legislation introduced in the Illinois General Assembly. OGA is also responsible for assisting legislators and the Office of the Governor with transportation-related constituent inquiries. The OGA typically receives several inquiries from legislators each day and maintains an effective internal and external liaison system in order to effectively fulfill its responsibility in acting as the advocate for IDOT and the Governor with the General Assembly.

The Spring 2006 session of the Illinois General Assembly proved productive and challenging. Because the second year of a General Assembly is to focus on emergency and budgetary issues, the number of bills introduced is usually about half the number introduced during the typical first year. OGA tracked and reported to the Governor's Office on approximately 450 bills in 2006, compared to about 900 bills in 2005.

After reviewing and identifying all bills relating to transportation, staff prepares an analysis for each bill the week before its scheduled substantive committee hearing. A final report is prepared listing transportation-related bills passed and the subsequent action by the Governor. This report is then distributed throughout IDOT and to the Governor's Office, legislators and their staffs, and various transportation-related interest groups and lobbyists.

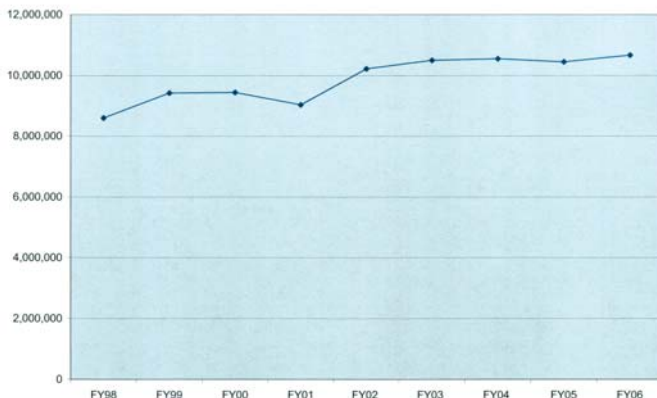
In an attempt to clarify and ensure effectiveness of certain laws, the General Assembly passed a few bills expanding IDOT's authority or responsibilities, including one that allows IDOT to acquire locomotives and passenger rail cars, and another that transfers to IDOT the oversight of the I-FLY program and the operations of the Air Service Commission.

An additional new law requires IDOT to produce an annual truck map showing all state and local 80,000-lb. truck routes in Illinois. Another establishes an advisory board to review IDOT's Racial Profiling Study results and suggest strategies for eliminating racial profiling during routine traffic stops.

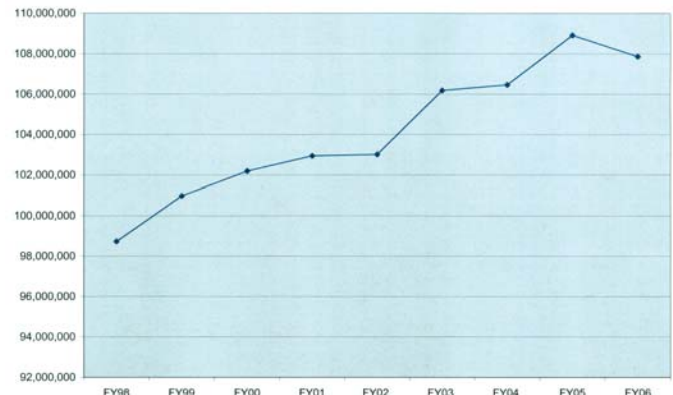
*The OGA sought passage of many traffic-safety related issues in 2006 including bills to authorize or require:*

- IDOT and the Illinois Commerce Commission to cooperate with counties and municipalities to establish a system of automated enforcement railroad crossing violations;
- Madison and St. Clair counties and Cook and the collar counties to establish a photo enforcement system for vehicles running red lights at intersections;
- Parents of minors applying for a driver's license to certify that the minor has received 50, rather than 25, hours of behind-the-wheel instruction, with at least 10 of those hours at night;
- The use of DUI funds received by law enforcement agencies to include enforcement and prevention tools.

Number of Vehicles Registered in Illinois by Fiscal Year



Annual Vehicle Miles Traveled in Illinois (VMT in thousands)





**Director Jason Tai**

## **Mission**

To support public transportation throughout Illinois by providing technical support and financial resources to local governments and transit operators.

## **Responsibilities**

The Division of Public and Intermodal Transportation (DPIT) is responsible for imple-

menting the state's program of technical assistance and capital and operating grants to more than 50 public transportation systems in Illinois, and provides oversight for inter-city rail programs throughout the state. In addition, the Division provides public transportation and rail expertise to IDOT including monitoring and analysis of technical and policy concerns.

### *Summary of DPIT accomplishment since January 2003:*

- Consolidated the Bureau of Railroads and the Division of Public Transportation into the Division of Public and Intermodal Transportation to streamline programs and staff to better address passenger and freight needs through coordinated programs.
- Doubled the state-supported Amtrak service by adding four additional round trips on the three state-supported routes and increased the state's share of cost on the Chicago-Milwaukee service.
- Provided \$54 million during FY 2006 and 2007 in new operating assistance to the Regional Transportation Authority (RTA) for ADA complimentary paratransit services in northeast Illinois.
- Expanded the rural and small urban transit program by adding ten counties previously without transit service.
- Increased the operating assistance program for St. Clair County in the St. Louis area by 68 percent.
- Added six new recipients for the urban area program while increasing program funding by 34 percent.
- Entered into a \$330 million agreement with the city of Chicago and the American Association of Railroads to further the implementation of the CREATE initiative – a \$1.5 billion program to reduce congestion on roadways, reduce or eliminate the number of rail-auto crossing accidents, and help control air pollution by improving northeast Illinois' rail infrastructure.

## **PUBLIC TRANSPORTATION**

In Illinois, 52 public transportation systems carry nearly 600 million passengers a year using about 5,700 transit vehicles. These systems offer modal choices for urban and rural residents and provide critical access to employment, health care, social services, education, and other important destinations for the 14 percent of Illinois households that do not have access to private

vehicles. Public transportation also greatly reduces congestion and improves air quality throughout Illinois. It is especially critical for reducing congestion during the morning and evening rush hours in the state's two largest metropolitan areas – Chicago and the Metro East St. Louis area. The Department continues to work with local agency providers throughout Illinois to assist in identifying available federal or state funds and qualifying projects for targeted service expansions and improvements. The Department also is leading strategic efforts to improve transportation coordination throughout the state, specifically to help transportation-disadvantaged populations across Illinois.

The RTA oversees three of Illinois' largest public transportation systems. These systems are the Chicago Transit Authority (CTA), Metra commuter railroad, and Pace suburban bus system. These systems collectively carry more than 95 percent of Illinois' transit riders and 17 percent of work trips in northeastern Illinois, according to the 2000 U.S. Census.

Reflecting the high public transit demand in northeastern Illinois, 92 percent of all transit vehicles are used here. This includes about 2,200 CTA and Metra rail cars, and 2,700 CTA and Pace buses. The remaining 49 public transportation systems provide service in 14 downstate metropolitan areas and more than 30 smaller urban and rural areas.

## **RAIL TRANSPORTATION**

Illinois has the second largest rail freight system in the nation, and Chicago represents the nation's largest rail freight hub. Fifty-two private railroad companies, ranging from national carriers to local switching companies, own or operate on more than 7,800 miles of rail line in Illinois. Illinois is served by seven national carriers and offers top-quality service for national rail freight distribution in the United States, providing direct connections to the east and west coasts, Canada and Mexico.

IDOT's rail freight improvement program focuses on helping to preserve essential rail freight service for communities and shippers faced with potential rail line abandonment.

## **INTERCITY BUS TRANSPORTATION**

Twelve privately owned bus companies provide intercity bus service in Illinois. Greyhound Lines is the largest carrier, after incorporating the former Trailways service, and operates its largest hub in Chicago. In 1982, industry deregulation allowed bus companies to reduce service on low-volume routes and operate more profitably. Yet, despite deregulation and the resulting elimination of many low-volume, unprofitable routes, decreasing ridership continues to plague companies in the industry. Intercity bus transportation has historically



played a critical role in meeting rural mobility needs, but service cutbacks have made many rural residents more isolated.

During the next year, DPIT will study the need for improved intercity bus services and how that service can be structured to complement the state-funded intercity passenger rail service provided by Amtrak.

## INTERCITY PASSENGER RAIL TRANSPORTATION

Illinois has the second largest intercity passenger rail program in the country second only to California. The state-sponsored program supplements Amtrak's national system serving 31 communities throughout the state. Nearly 1 million passengers traveled state-supported trains in 2006. In October, four more round trips were added to the state's three downstate corridors, the largest service expansion in the midwest in more than a decade. The first three months of the new service generated a ridership increase of 69 percent over the same period the year before.

## INTERMODAL TRANSPORTATION

Illinois is the center of the fastest growing segment of intermodal freight transportation logistics. Intermodal systems are those which employ two or more transportation modes for one shipment to provide efficient and economical freight transportation options.

Illinois has the largest concentration of inland intermodal facilities in the country with 21 major rail-truck transfer terminals, 19 major rail-truck container transfer facilities, and 100 major water-rail-truck transfer terminals. Also, O'Hare International Airport is a major national air-truck transfer point.

Because Chicago represents the nation's principal rail hub and east-west interchange point, most rail-truck transfer hubs are located in the metropolitan area. Intermodal connections also are important in intercity and urban area passenger transportation. Six of Illinois' intercity passenger rail terminals, eight intercity bus terminals, and 11 airports are classified as major intermodal passenger transfer points. Northeastern Illinois' public transportation system includes more than 160 rail-bus-automobile transfer stations. A total of 24 transfer stations provide intermodal passenger transfer points in downstate public transportation systems.

## CREATE to Aid in Reducing Transportation Congestion

The Chicago Region Environmental and Transportation Efficiency (CREATE) program represents a public/private partnership involving IDOT, the Chicago Department of Transportation, and the Association of American Railroads.

The program is to commit about \$1.5 billion over ten years to projects designed to reduce rail congestion and traffic-related delays caused by the daily convergence of some 500 freight trains and 700 commuter and intercity passenger trains in the Chicago area. The six major private railroads operating in Illinois have agreed to commit up to \$212 million to the program, with the balance to come mainly from federal funds, but including some state and local funds.

## Projects to be Included

CREATE includes plans for more than 80 projects, mostly railroad improvements and grade-separation projects at key roadways in the Chicago area that would serve to improve rail service, create and support jobs, and reduce the negative impact to highway traffic of at-grade rail crossings in high-traffic areas, including improved safety, reduced congestion and improved air quality. These grade separations would help reduce commuter delays.

The program will create five rail corridors including one primarily for passenger trains, and six rail-to-rail "flyovers" to separate passenger operations from freight operations.



## CREATE Environmental Benefits

The \$1.5 billion federal-state-local partnership with private railroads to reduce freight congestion will shorten motorist delays at railroad crossings by 27 to 34 percent, and will result in numerous air-quality benefits for the greater Chicagoland area in its first full year, including:

- 1,400 ton reduction in nitrogen oxide (NOx)
- 400 ton reduction in carbon monoxide (CO)
- 100 ton reduction in volatile organic compounds (VOC)
- 51 ton reduction in airborne particulate matter (PM)



**Director Daniel Kennelly**

## Mission

To independently test the Department's internal control systems to further ensure to the Secretary and to the public the adequacy of the policies, regulations and procedures and to recommend improvements.

## Responsibilities

The Office of Quality Compliance and Review (OQCR) is responsible for monitoring the quality of highway construction and ensuring that the Department is receiving work performance from contractors consistent with compensation. OQCR is responsible for independently testing the Department's internal control systems to ensure to the Secretary and the public, the level of and the adequacy of departmental compliance with policies, regulations and procedures. The Office is also responsible for facilitating the implementation of intra- and inter-Office/Division program improvements.

## Accomplishments

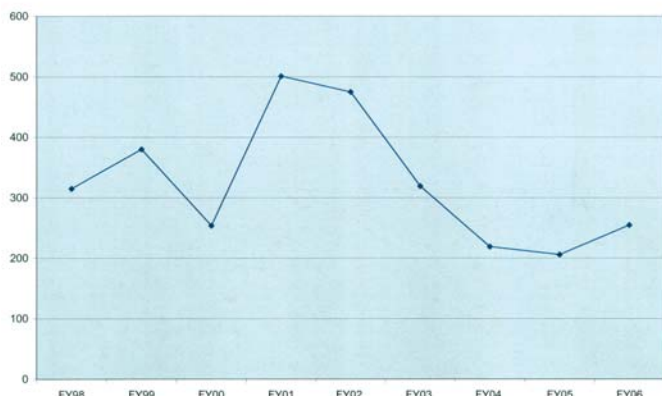
With a staff of five, the following are accomplishments of the Office of Quality Compliance and Review through 2006:

- The Office received and investigated 457 new cases since 2003, 443 of which were "closed" or "suspended pending additional information." The cases range from informational requests by law enforcement to highly sensitive reviews of upper management actions. OQCR makes every effort to ensure unfounded alle-

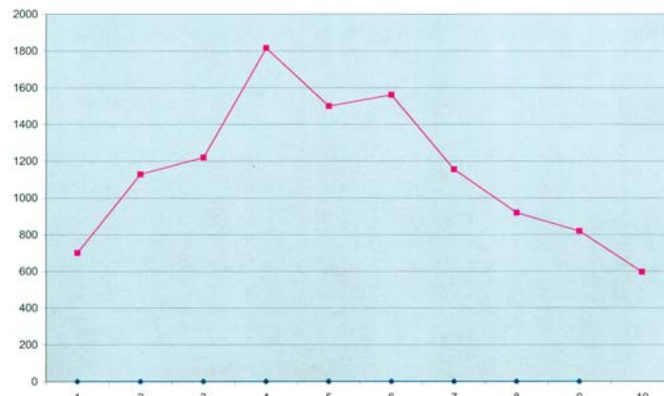
gations do not cause undue harm. The Office has served as liaison, cultivated a trust, and continues to assist various law enforcement and investigative agencies as they pursue their cases. OQCR works with the Illinois Office of the Executive Inspector General, Illinois State Police, Federal Bureau of Investigations, Federal Highway Administration, U.S. Department of Justice Antitrust Division, the U.S. Attorney General's Office and the U.S. Department of Transportation Office of Inspector General (USDOT OIG).

- The Office reviews financial contracts as needed and requested. OQCR's review of an Aeronautics project resulted in a reduction in payments of approximately \$420,000 after the discovery of improper accounting activities and ineligible reimbursements.
- OQCR organized three "Fraud Awareness and Ethics in the Workplace" seminars. The seminars were well attended with about 450 IDOT employees along with non-IDOT attendees including agents from the Chicago Inspector General's Office and the Federal Highway Administration. The Office has begun preparations for a 2007 Fraud Awareness and Ethics in the Workplace seminar.
- OQCR conducted more than 1,700 independent weight checks since 2003. The OQCR statewide independent weight check program was initiated in 1999 on a recommendation by the FBI and the USDOT OIG. OQCR's independent weight checks consist of random visits to job sites, random truck selection for review, and the observation and recording of the weight of the truck when full and empty. An independent scale is used to conduct the test. Results are compared with driver and IDOT records for confirmation. Independent weight checks are performed on bituminous, aggregate and salt deliveries.

Number of State Highway Bridges Improved Annually in Illinois



Annual Miles of State Highway Pavement Improved in Illinois





# OFFICE OF OPERATIONS & COMMUNICATIONS



Heather Tarczan

## Mission

To provide legislators and constituents with accurate real-time information on construction projects that affect the areas in which they live as well as to promote safety and ensure that constituents are aware of what is happening in their neighborhoods through context sensitive solutions.

## Responsibilities

The Office of Operations and Communications (OOC) is responsible for developing and implementing IDOT's public outreach policy, plans and programs. The primary objective is to ensure adequate information toward increasing public involvement in the transportation planning process. This Office also assists the news media in the coverage of agency activities.

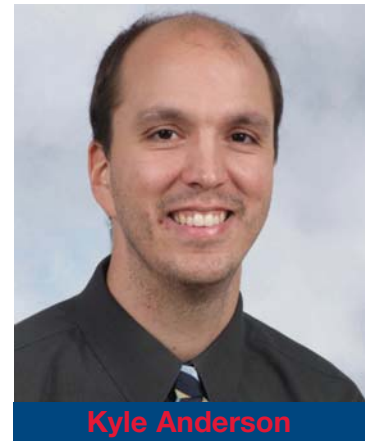
OOC staff members are actively engaged and involved with many aspects of the Department's programs and initiatives. Staff members attend pre-construction meetings, then follow up with legislators and members of the community in order to ensure that Context Sensitive Solutions practices are followed. Staff is also responsible for the marketing and communications of major projects such as the Dan Ryan Reconstruction Project and Mississippi River Bridge Project. Some members of the staff are certified as Child Passenger Safety Seat Specialists. They use their skills at community events and as needed to ensure children are safely secured in seats.

## 2006 Summary of Major Accomplishments

### Dan Ryan and Kingery Reconstruction Projects

Through the use of on-time messaging including real time information available on the website, weekly e-mails and the toll-free number, IDOT has been able to

remain a proactive source of information for travelers. With the help of experts from the community, IDOT was able to launch the nation's largest clean-air initiative surrounding an urban construction project. Unique to the Dan Ryan Expressway reconstruction project, an urban art wall project and concept relatively new to north-eastern Illinois, allowed IDOT to further engage children from the community and provide the opportunity to contribute to a permanent part of the Dan Ryan Art Wall. Working with professional artists from Chicago, students will have the opportunity to have their artwork displayed as a medalion on the Dan Ryan.



Kyle Anderson



## Congestion Mitigation

Through the leadership of IDOT and the coordination of the transit service boards, a quality of life campaign entitled "Drive less. Live more." was launched in fall 2006 and targeted the six-county Chicago area. This campaign encourages drivers to try public transportation to allow them more time to do leisure activities they may want to do – such as read a newspaper, play with the kids, or run that extra mile.

IDOT also has created a new website, [www.GettingAroundIllinois.com](http://www.GettingAroundIllinois.com) which offers the viewer a one-stop source for transit and other travel information. It includes features such as planning your drive and knowing where every museum along the way may be located. Also new to IDOT this year are customized e-mail alerts available to drivers in the Chicago area. These e-mails allow motorists to receive current travel time information regarding state highways, including toll roads. The participant can select the time of day and frequency within which to receive these e-mail alerts. Registration for this free service is available at [www.iltrafficalert.com](http://www.iltrafficalert.com).





# OFFICE OF OPERATIONS & COMMUNICATIONS

Through the use of arterial Digital Message System boards and customized e-mail alerts for the Chicago area, IDOT continues to try to help drivers find the best and easiest way to get around.

## Public Private Partnerships (PPP)

In an effort to lower public-sector costs, IDOT has turned to corporations as potential sponsors for appropriate programs, including the official state highway map. More than 1 million maps are produced at a significantly reduced public cost through a sponsorship with Best Western of Illinois.

## 50th Anniversary of the Interstate System

Coordinating with elected officials and various entities throughout the state, IDOT project managers helped the national convoy celebrate the 50th Anniversary of the Eisenhower Interstate System in 2006 with a mobile display as well as press conferences which attracted national media attention.

## Adopt-A-Highway

The IDOT Adopt-A-Highway program has some 1,600 volunteers throughout the state who commit to volunteering at least four times a year, picking up trash and helping control the cost of highway maintenance. Look for the green “Love the Land of Lincoln” signs in your area for details on local sponsors.



# OFFICE OF THE SECRETARY

## Responsibilities

The Office of the Secretary serves as the focal point for coordinating IDOT's large and diverse modal activities and directing the transportation policy of the state in concert with the Governor and the General Assembly. This Office also oversees strategic planning and performance accountability for the department.



**Timothy W. Martin**

### Former Secretary Timothy W. Martin

Timothy W. Martin was named Secretary of Transportation in January 2003, at the beginning of Governor Rod Blagojevich's first term. He resigned the post in January 2007 at the beginning of the Governor's second term in office. During his tenure with IDOT, Martin oversaw significant reorganization efforts and internal process improvements designed to improve efficiency and effectiveness throughout the Department. These reorganization efforts allowed the Department to reduce overall staff numbers by more than 15 percent – some 1,200 people – between January 2003 and January 2007 without diminishing the Department's program delivery. Martin also was instrumental in establishing a renewed priority to traffic safety and reduced traffic fatalities and serious crashes in Illinois. IDOT implemented numerous data analysis, safety engineering, and work-zone safety initiatives during the four-year period, and, in 2003, Illinois enacted a Primary Seat Belt Law that allows law officers to enforce the requirement to wear safety belts. In 2006, IDOT saw its lowest statewide traffic fatality total since 1924. Under Martin's leadership, IDOT also improved its accountability,

becoming the first state transportation agency in the nation to achieve ISO 9001:2000 certification for its process management system, international recognition of excellence for the quality of key processes involved in the planning, design, construction, maintenance and administrative oversight of its highway programs.



**Milton R. Sees**

### Acting Secretary Milton R. Sees

Milt Sees began his engineering career at IDOT more than 30 years ago gaining valuable experience working at the district level and learning about IDOT processes and objectives from the inside out. Following a stint in military service and the Vietnam War, Sees entered private industry. During his stint outside IDOT, Sees served as general manager of Crisp Container Co., vice president and general manager of Southern Illinois Concrete Products Co., president and chief lobbyist for North American Wire Reinforcement Institute Inc., executive director of the Illinois Concrete Pipe Association, and deputy director and assistant chief engineer for the Capitol City Railroad Relocation Authority. He also served as mayor of Mt. Vernon, Illinois. A licensed professional engineer, Sees rejoined IDOT as Director of Highways in 2006.



**Clayton K. Harris III**  
Chief of Staff



**Brice Sheriff**  
Chief Operating Officer



**John Webber**  
Assistant to the Secretary



**David Phelps**  
Deputy Secretary